

IN THE CLAIMS

1. (Previously presented)

An apparatus for delivering a fuel and air mixture and air to an engine, comprising:

a carburetor having a body, an air intake passage formed in the body through which a fuel and air mixture is delivered to the engine, a throttle valve carried by the body for movement between idle and wide open positions to control fluid flow through the air intake passage, a first side of the body on one side of the air intake passage and a second side of the body on another side of the air intake passage and generally opposite the first side, a fuel metering chamber carried by the body on the first side of the body for supplying fuel to the air intake passage and a fuel pump carried by the body on the second side of the body for delivering fuel to the fuel metering chamber ;

a separate air supply body carried by the carburetor body, mounted on the second side of the carburetor body and having at least one air passage through which air is delivered to the engine, and at least one air control valve carried by the air supply body for movement between a first closed position and a second fully open position to control the flow of air through said at least one air passage; and

the air control valve is operably connected to the throttle valve so that said at least one air control valve is moved between its first and second positions in response to at least a portion of the movement of the throttle valve between its idle and wide open positions.

2. (Original)

The apparatus of claim 1 wherein the air control valve and the throttle valve are

operably connected together by a link that provides a lost motion coupling permitting limited movement of throttle valve relative to the air control valve.

3. (Previously presented)

The apparatus of claim 2 wherein the link permits the throttle valve to rotate a predetermined amount away from its idle position without causing movement of the air control valve from its first closed position.

4. (Previously presented)

The apparatus of claim 2 which also comprises a throttle valve lever connected to the throttle valve and an air valve lever connected to the air control valve, the link being operably connected to the throttle valve lever at one end and to the air valve lever at its other end, and wherein one of the throttle valve lever and air valve lever includes a slot in which a portion of the link is slidably received to provide the lost motion coupling.

5. (Previously presented)

The apparatus of claim 1 which also comprises a plate carried by the carburetor body, and wherein the air supply body is connected to the plate.

6. (Previously presented)

The apparatus of claim 5 wherein the plate and air supply body are integrally formed in one piece.

7. (Currently amended)

An apparatus for delivering a fuel and air mixture and air to an engine, comprising:

a carburetor having a body, an air intake passage formed in the body through which a fuel and air mixture is delivered to the engine, ~~ad~~ and a throttle valve carried by the body for movement between idle and wide open positions to control fluid flow through the air intake passage; and

a passage member carried by the carburetor body and having a plurality of air passages in the passage member through which air is delivered to the engine, and a separate air control valve associated with each air passage for movement between first and second positions to control the flow of air through the associated air passage, each air control valve being operably connected to the throttle valve so that each air control valve is moved between its first and second positions in response to at least a portion of the movement of the throttle valve between its idle and wide open positions.

8. (Original)

The apparatus of claim 7 which also comprises a shaft on which the air control valves are mounted so that the air control valves move in unison.

9. (Original)

The apparatus of claim 8 which also comprises an air valve lever carried by the shaft, a throttle valve lever carried by the throttle valve and a link coupling together the air valve lever and throttle valve lever.

10. (Previously presented)

The apparatus of claim 9 wherein one of the air valve lever and the throttle valve lever includes a slot, and the link is slidably connected to said one of the air valve lever and the throttle valve lever through the slot providing a lost motion coupling between the air valve lever and throttle valve lever.

11. (Previously presented)

An apparatus for delivering a fuel and air mixture and air to an engine, comprising:

a carburetor having a body, an air intake passage formed in the body through which a fuel and air mixture is delivered to the engine, and a throttle valve carried by the body for movement between idle and wide open positions to control fluid flow through the air intake passage;

a passage member carried by the carburetor body and having at least one air passage through which air is delivered to the engine, and at least one air control valve carried by the passage member for movement between first and second positions to control the flow of air through said at least one air passage, the air control valve being operably connected to the throttle valve so that said at least one air control valve is moved between its first and second positions in response to at least a portion of the movement of the throttle valve between its idle and wide open positions;

a fuel pump carried by the carburetor body on one side of the air intake passage;

a pump cover plate carried by the carburetor body and defining at least part of the fuel pump of the carburetor; and

the passage member is connected to the pump cover plate .

12. (Original)

The apparatus of claim 4 wherein the throttle valve lever includes a plurality of holes each providing a separate location for connection of the link to the throttle valve lever.